



Fig. 1. Navigation lamps and pressure head heater (routing and theoretical)

RESTRICTED

Note . . .

When the aircraft is on the ground, the heater in the pressure head must not be operated for more than two minutes or the heat will crack the insulators on the element and destroy them.

Operation

4. The operation of the navigation lamps and pressure head heater circuits should be self-evident once reference is made to the theoretical diagrams (fig. 1).

SERVICING

General

5. For general servicing of the electrical system as a whole, reference should be made to Group A.1, which also includes a table giving the types of filament lamps used in the navigation lamps circuit. Apart from keeping all the components clean and carrying out the routine tests of security and serviceability, no further servicing should be necessary.

REMOVAL AND ASSEMBLY

General

6. Once access has been obtained, the removal and assembly of the components forming the navigation lamps and pressure head heater circuits, should present no difficulties. The location and access to all the components is indicated in Group A.3. The removal of the cabin starboard shelf and leg panel, which carry the control switches, is fully described in Group A.2.



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